

Trips, Modes and Land Uses in Downtown Bellevue

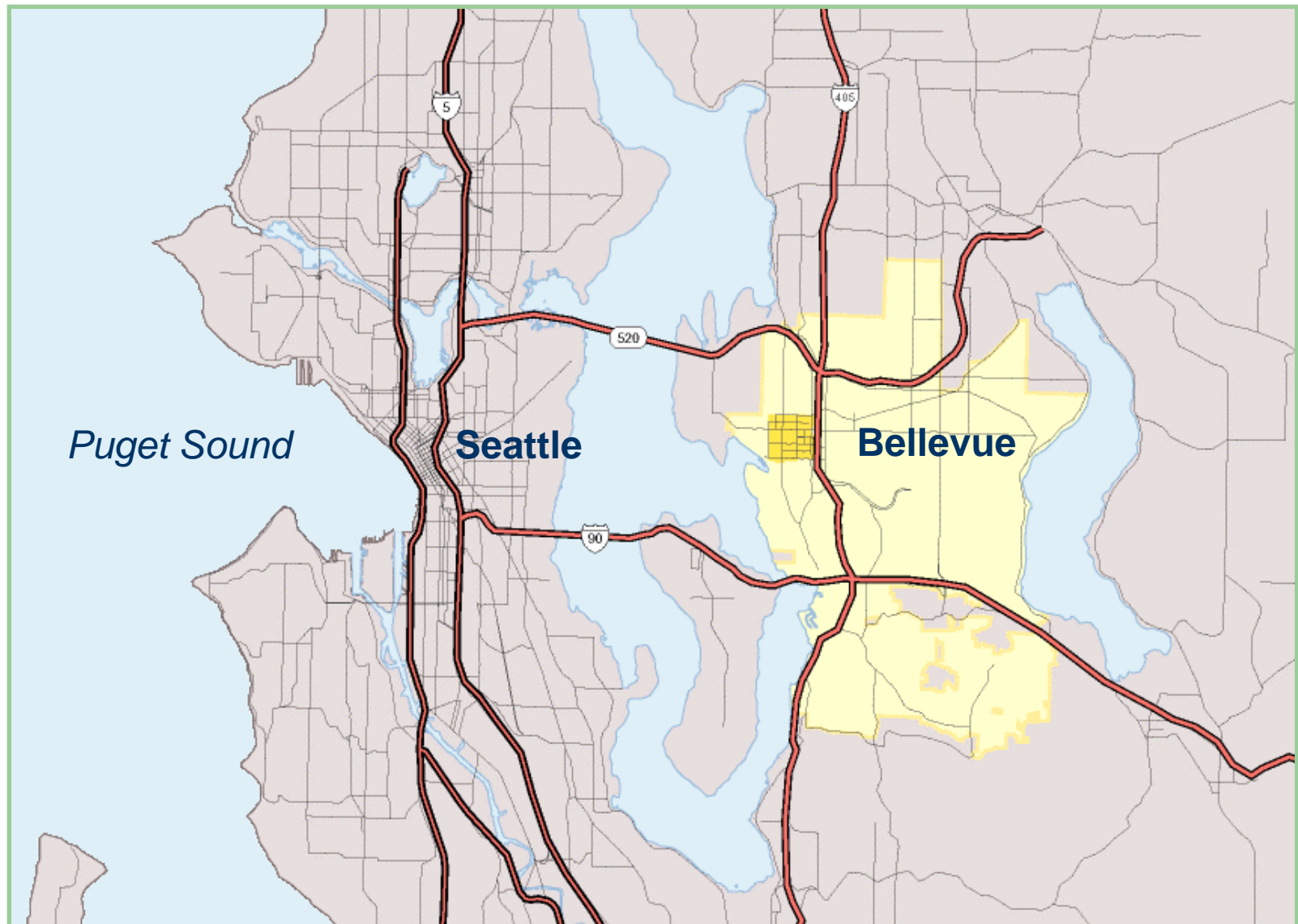
Michael Ingram, AICP

City of Bellevue Transportation Dept

August 23, 2005

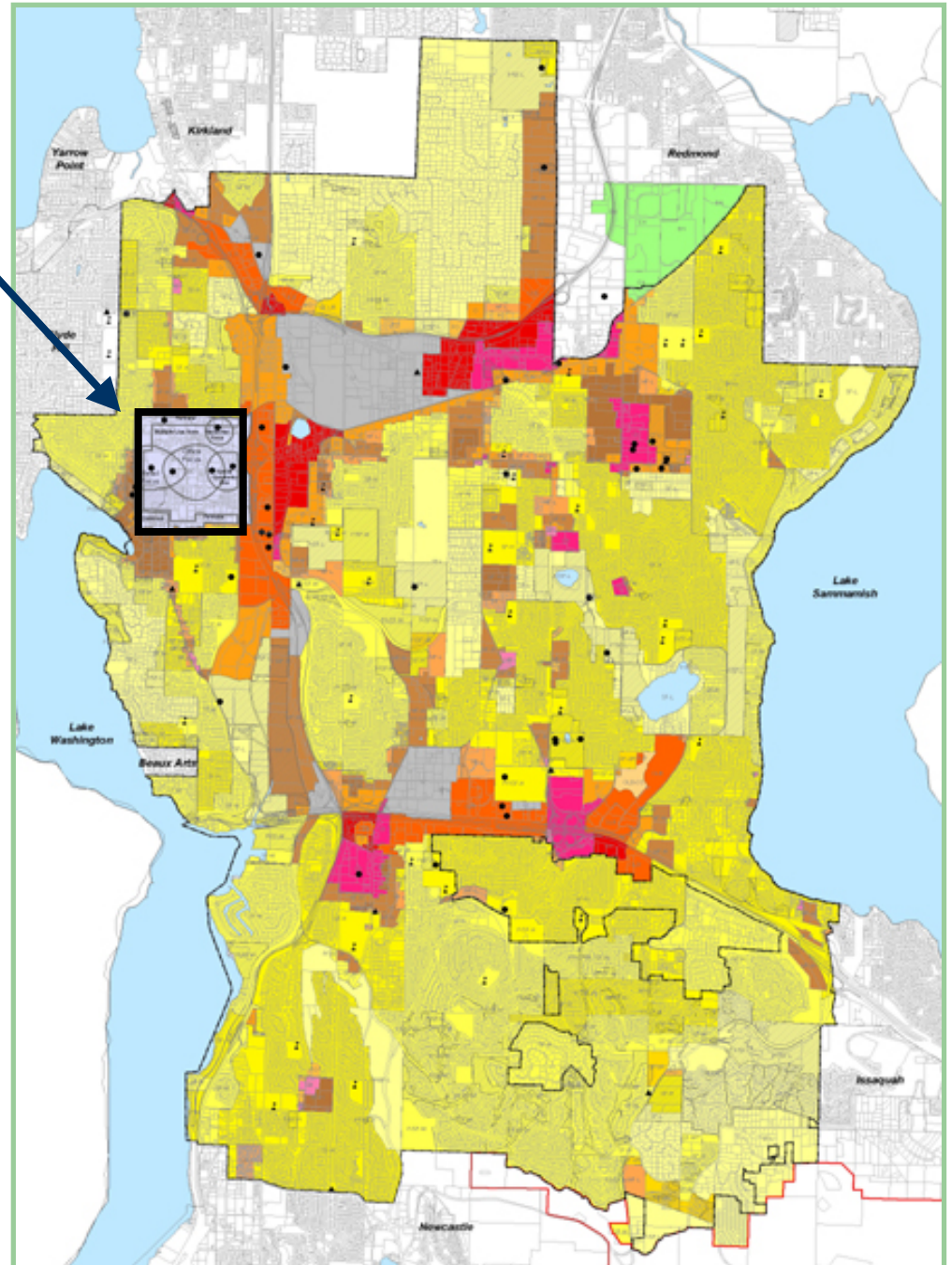


Central Puget Sound Region



Downtown Bellevue

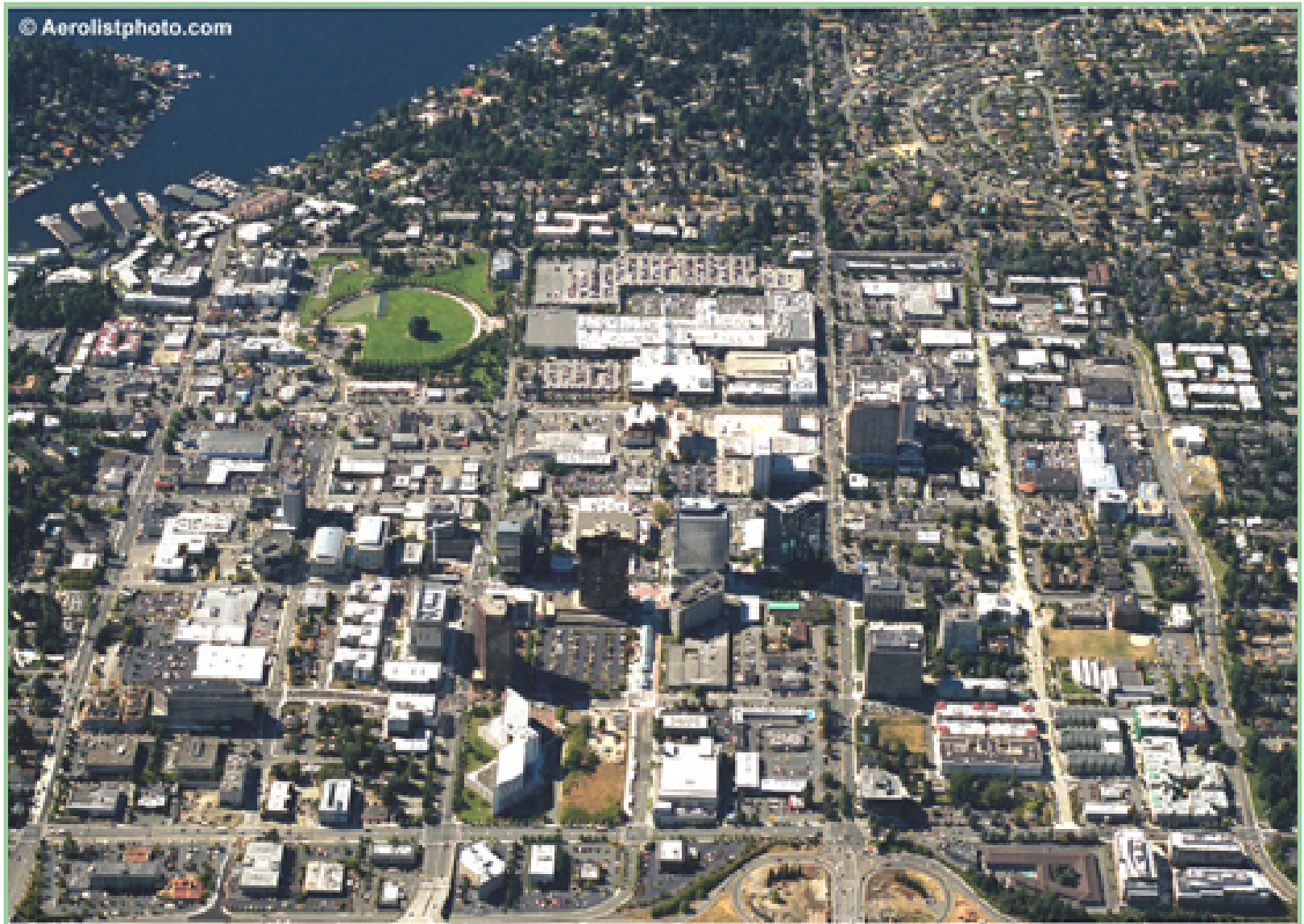
- Designated urban center
- 410 acres
- 2% of City's land area
- 75% of City's zoning capacity



1975 Downtown Bellevue



Downtown Bellevue Today



Key Dates

1953 City incorporation

1960s Rapid growth, superblock street system

1969 Eastside first “skyscraper” (13 stories)

1979 First Downtown Plan developed; vision of compact mixed-use center

1982 High-rise development begins

1981 New zoning regulations

1985 Original transit center built

1985 Building/Sidewalk Design Guidelines

→ **1988** First Downtown Implementation Plan

1993 Catalyst projects and partnerships: Convention Center, Regional Library

1994 Housing construction takes off

1999 Resurgence of high-rise development

→ **2003** Updated Downtown Implementation Plan



Adopted Target for Mode Split

TABLE TR.1
Area Mobility Targets

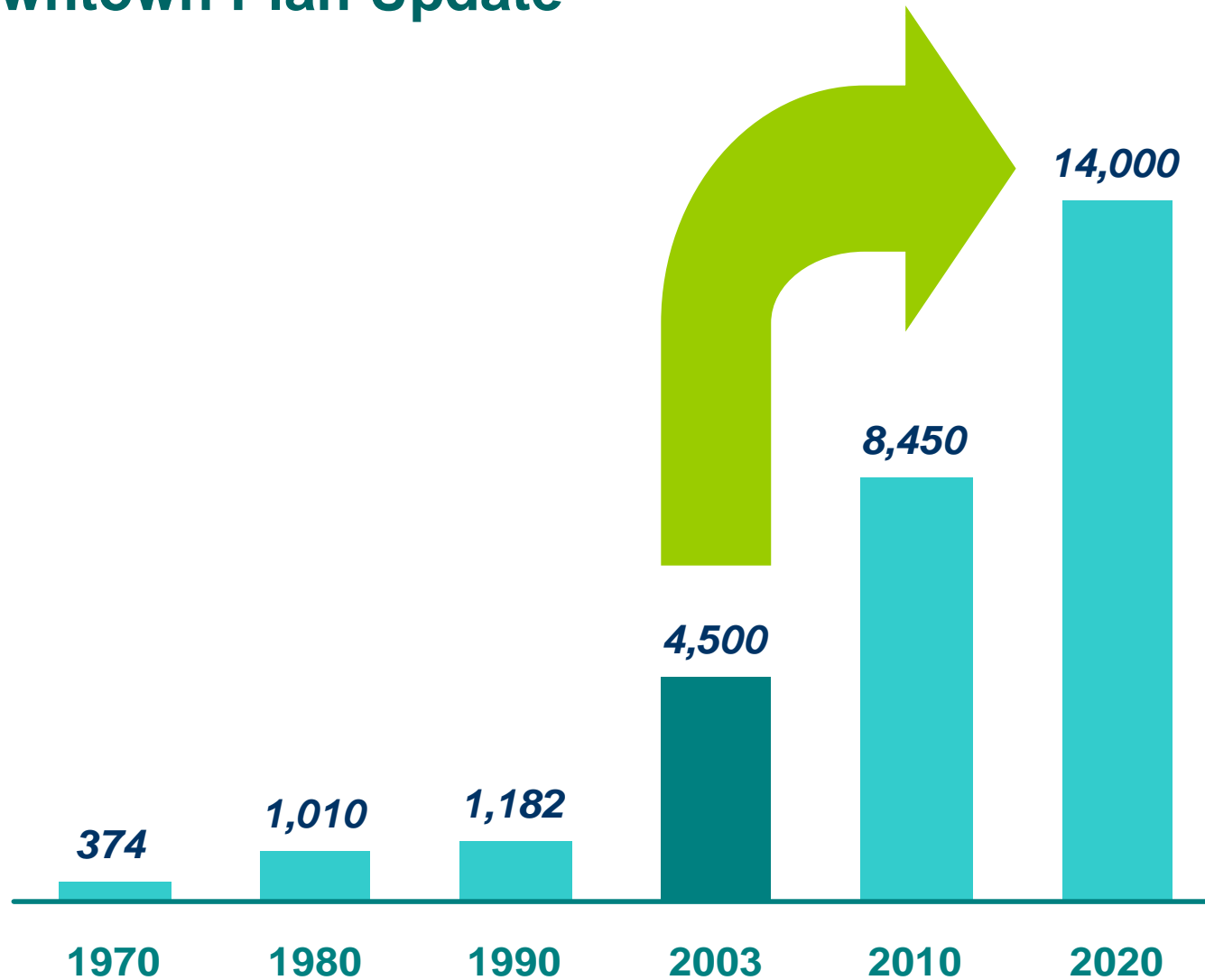
(reference Policies TR-21, TR-36)

AREA	ROADWAY (Area Average Level of Service) See TABLE TR.2 for Descriptions	MODE SPLIT INCLUDING RIDESHARING (% commute trips by modes other than SOV)	
		2002	2005 Target
REGIONAL CENTER			
3 - Downtown	E+	32	40
MIXED COMMERCIAL/RESIDENTIAL AREAS			
4 – Bel-Red/Northup	D	20	25
5 – Crossroads	D-	19	25
10 – Eastgate	D	26	35
13 – Factoria	E+	15	20
RESIDENTIAL GROUP 1*			
1 – N. Bellevue	D+	N/A for residential areas	
7 – S. Bellevue	D+		
8 – Richards Valley	D+		
9 – E. Bellevue	D+		
RESIDENTIAL GROUP 2*			
2 – Bridle Trails	C	N/A for residential areas	
6 – NE Bellevue	C		
11 – Newcastle	C		
14 - Newport	C		
INTERLOCAL AREAS			
12 – Overlake	E+	N/A for interlocal area	

* Groupings based on street patterns, transit serviceability, topography, development patterns, & land use objectives (see Policy TR-21).

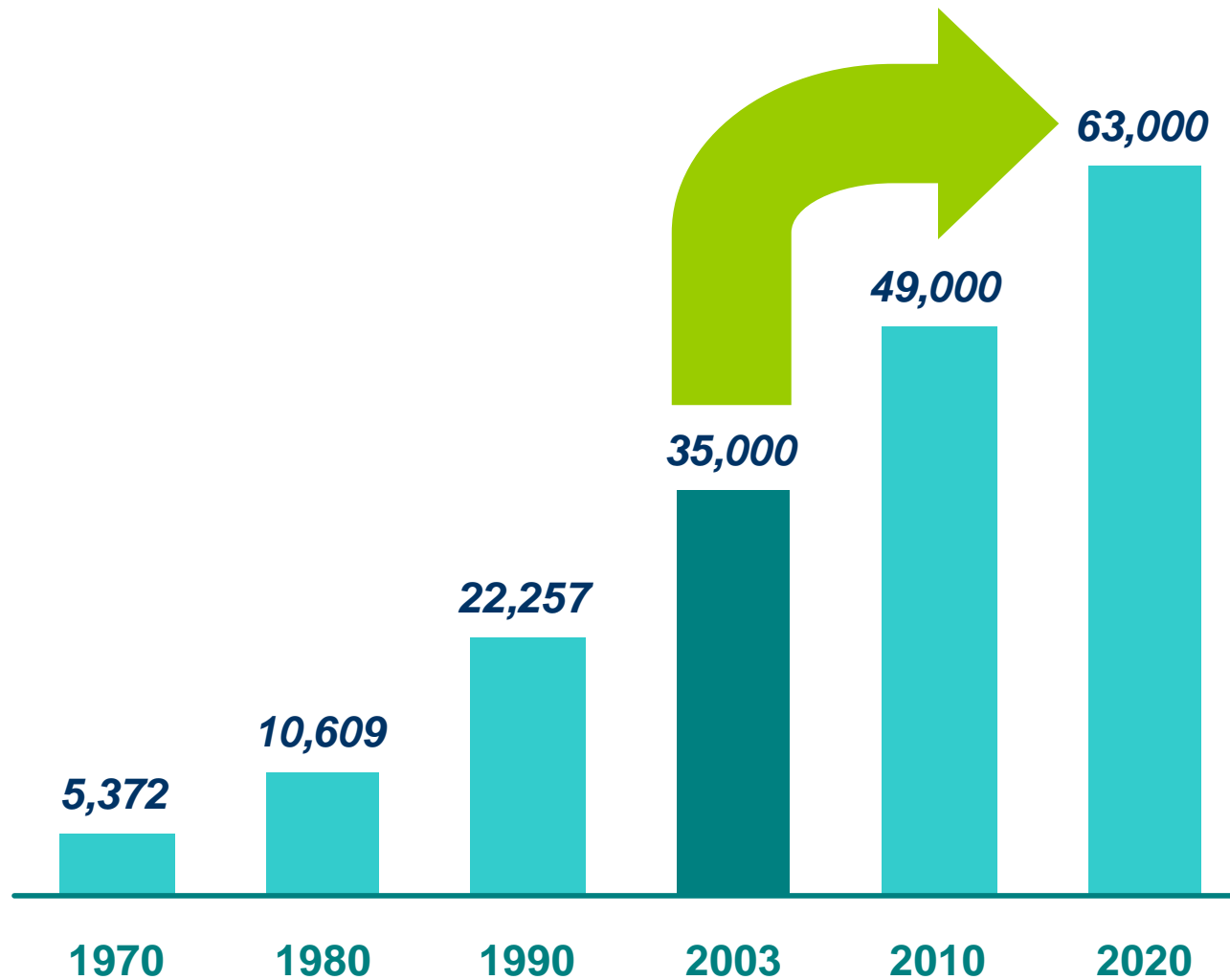
Population Forecast

Downtown Plan Update



Jobs Forecast

Downtown Plan Update



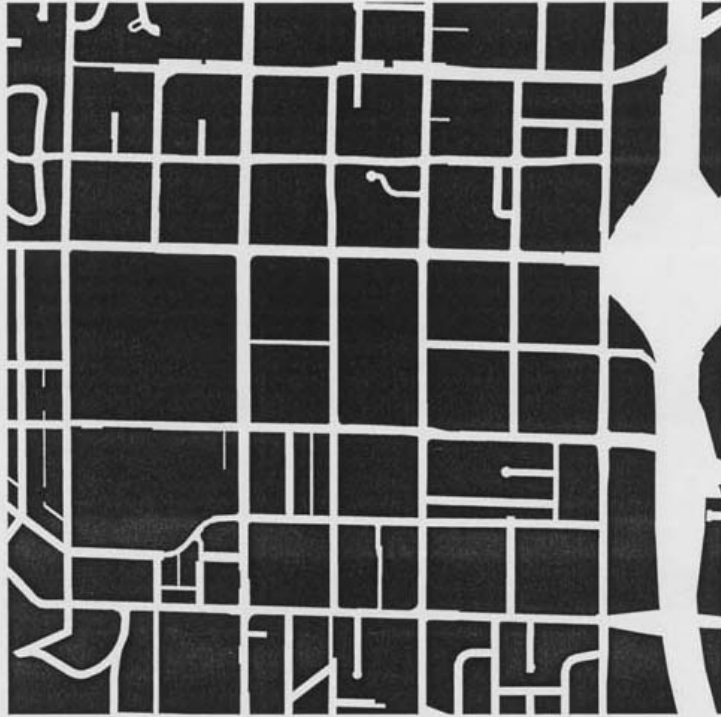
2020 Horizon: Transportation Challenges

- Daily person trips increase by 85% (from 295,400 to 546,900)
- PM Peak auto trips increase 107% (from 19,200 to 39,700)

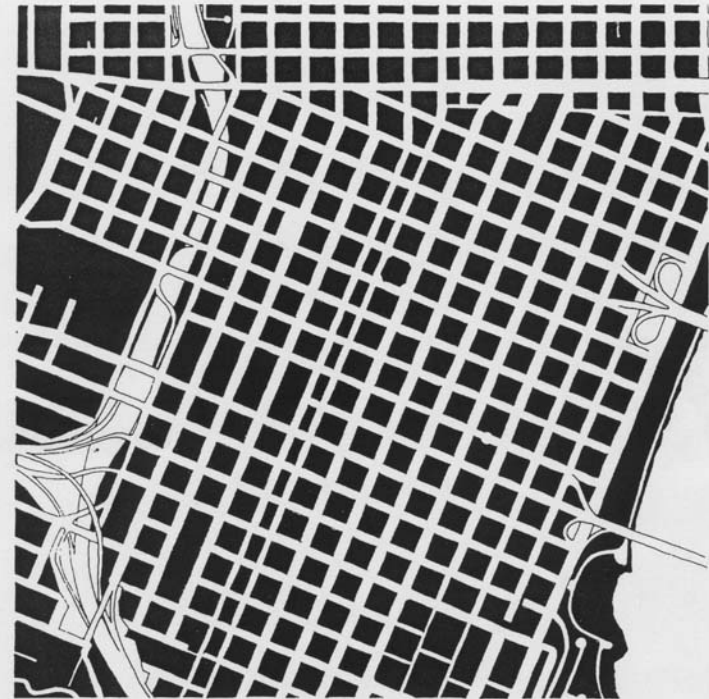
Key Points:

- Constrained context for mobility solutions
- Multi-modal solutions required – no silver bullets
- Urban design and transportation integration vital to improve “livability”

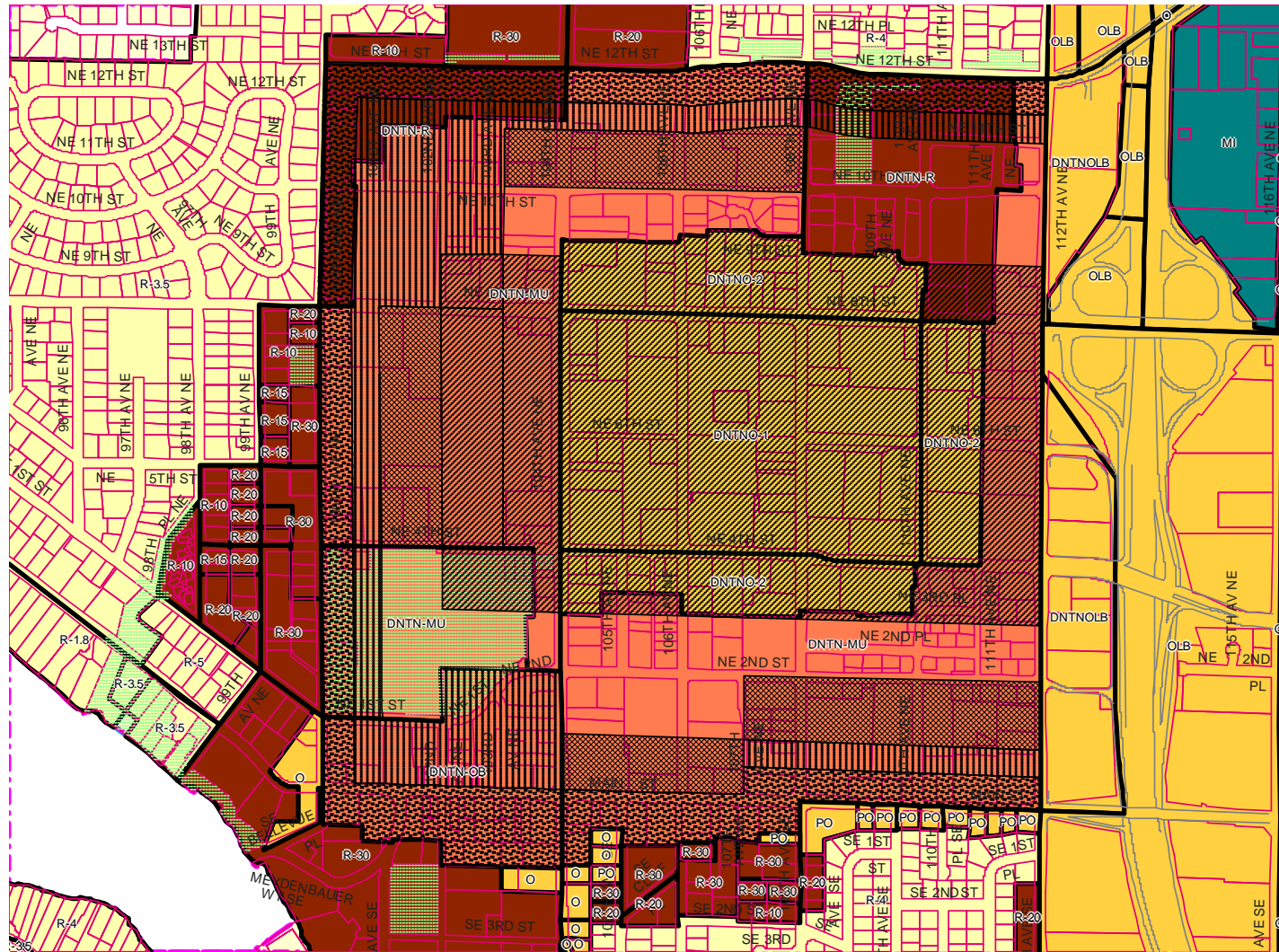
Limited Public Right-of-Way



Downtown Bellevue (21% ROW)
600' blocks



Downtown Portland (42% ROW)
250' blocks



- Development regulations direct the densest development into the core of downtown; this is also area with the least parking required (min), permitted (max).

New Transit Center



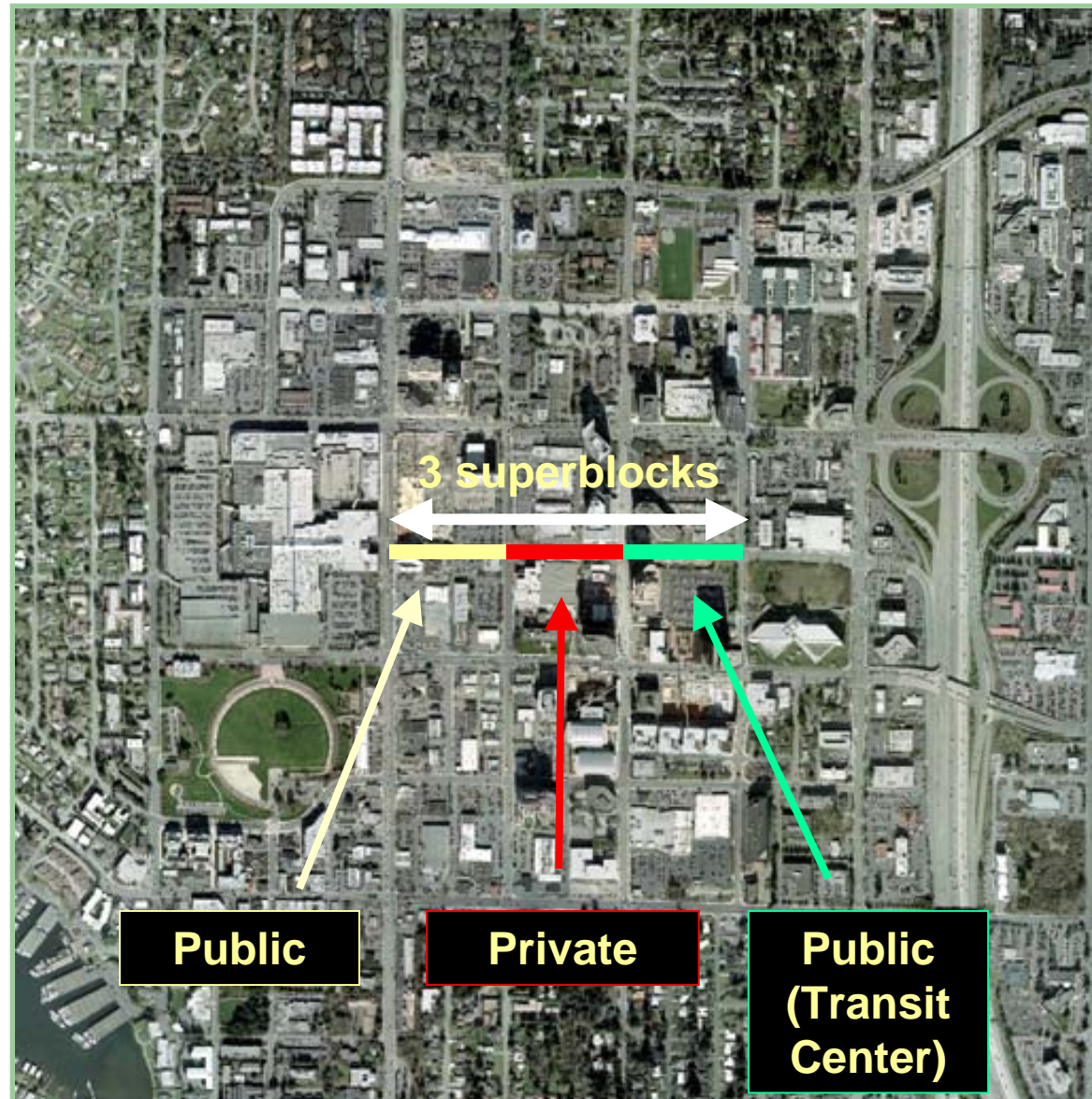
- Today, buses carry 5% of downtown's total daily trips; this is expected to increase to 10% by 2020

HOV Direct Access Ramps



- Direct link at NE 6th Street to Transit Center
- Improves speed and reliability of transit, HOV modes

NE 6th Street Pedestrian Corridor

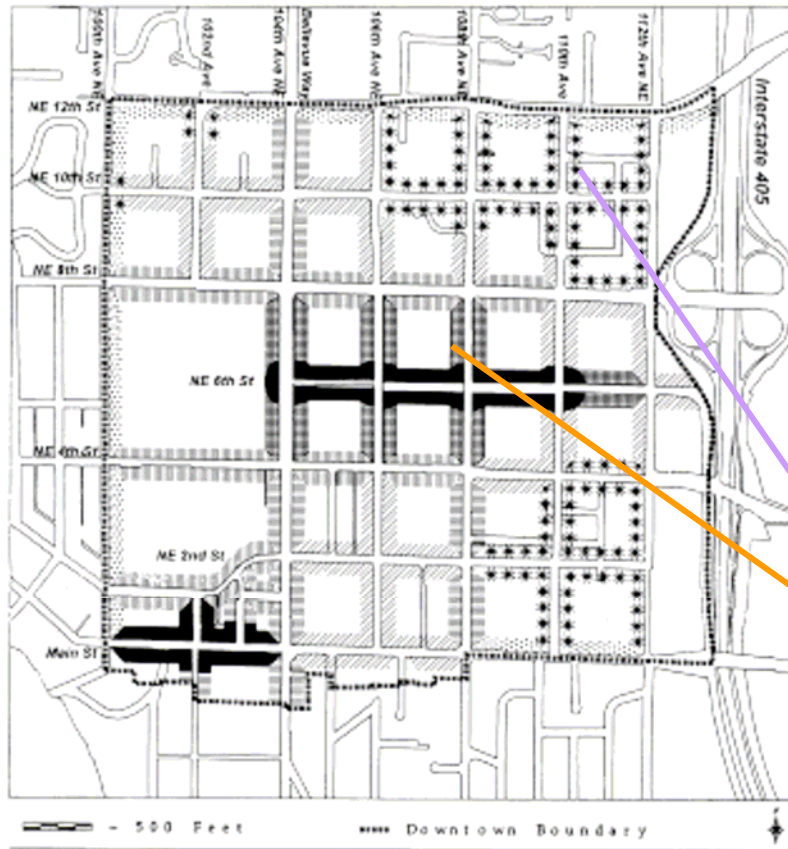


NE 6th Street Pedestrian Corridor



- Center link created incrementally with adjacent private development, 30' on north, 30' on south
- Land Use Code provides FAR bonus to developer
- Design Guidelines direct the look, feel.

Building/Sidewalk Relationships



Mid-Block Connections



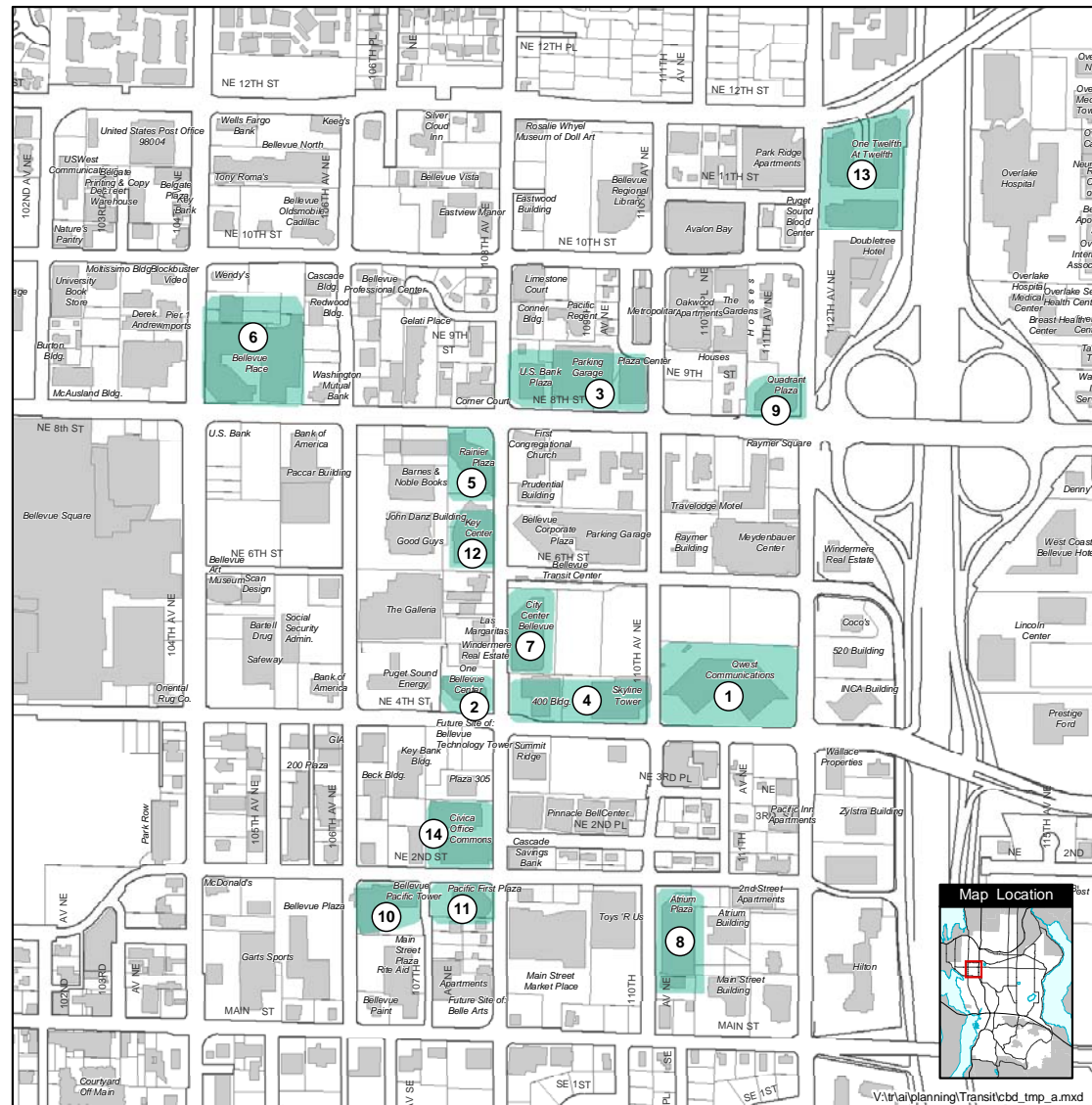
Ped routes through
superblocks



Transportation Management Plans

Typical Features:

- Mode split goal for affected buildings
- Transportation Coordinator for Building
- Commuter Info Ctr
- Financial incentives for non-SOV (parking discounts for carpool, free park days each month for HOV commuters)
- ID cost of parking in leases
- On-site sales of Transit passes
- TMA role in implementation (optional)



Downtown Employer Profile

- 20 CTR employers in downtown
- 4,500 employees at CTR-affected worksites (of 35,000 employees total in downtown)
- 90% of downtown employers have <20 employees
- Citywide, 82% of “covered” employees work at firms with <20 employees.



Excellent SOV Performance at Certain CTR Employers in Downtown

Top performers, with SOV rate <50% include:

- GE Capital
- Key Bank
- CH2M Hill
- Entranco
- HDR Engineering
- HNTB Corp



Mode Change Strategies for Commute Trips to Downtown

- Provision of Pedestrian Facilities
- Provision of Transit Service
- Parking Cost
- FlexPass!
- Bellevue TMA



New Employers in Downtown

CTR-affected employers moving to Downtown:

- Parametrix
- Drugstore.com
- Symetra
- Bellevue City Hall



Issues and Challenges

- Mid-day traffic peak
- Getting to “Park once”
- Boosting non-SOV mode share beyond 33% of commute trips



Conclusion

